



Missouri Department of Mental Health Missouri Institute of Mental Health

Substance Abuse Traffic Offenders Program (SATOP)

Brief 7b

December 1999

Recidivism of SATOP Offender/Clients

From November 1, 1996 through January 15, 1997, data were collected on a total of 1,341 persons. Of these, complete data were collected from 929 male and 230 female offender/clients at 13 SATOPs located in urban and rural areas throughout Missouri. Recidivism data were collected, 2 years post-SATOP attendance, for all offenders whose records were available through the Missouri Department of Revenue: 1,159 of the original sample (90% of the total); 931 males and 228 females. Brief 7b is an extension of Brief 7a. Additional information about driving records has enabled us to increase the sample size. The current brief presents recidivism over a two-year period in which the SATOP offender-clients originally were surveyed.

Of the 1,159 offenders found in 1999, 1,048 had offenses prior to attending SATOP. Most of the 1,048 offenders [74.5% (n=864)] did not have a DWI offense following attendance at SATOP. This makes the percentage of recidivists in the approximately two years after attendance about 17.5%. The overall average number of offenses post-SATOP attendance was 0.20. The rate differed among program components. The recidivism rate for persons who attended OEP was 15%; for WIP, 21%; and for CIP, 22%. As might be expected, the recidivism rate for offenders increased as program intensity level increased. In other words, the recidivism rate for persons who originally attended OEPs was lower than the rate for persons attending CIPs. Of the 15 persons

who did not have offenses prior to SATOP, all had offenses following their attendance.

For the 184 persons who had DWIs in the two years following SATOP attendance, 88% (n=162) had one offense; 10.33% (n=19) had two offenses; 1.09% (n=2) had three offenses; and 0.54% (n=1) had four offenses. Paired samples t-tests overall (including all programs) compared the number of offenses before SATOP and the number of offenses after SATOP. The t-test was significant, $t(1047) = 45.70$, ($p = .000$), indicating that there are appreciably fewer offenses overall following attendance at SATOP than before.

Paired samples t-tests comparing the total number of offenses two years before and after SATOP by treatment condition are also significant: OEP, $t(566) = 37.00$, significant at $p = .000$; WIP, $t(396) = 29.17$, significant at $p = .000$; CIP, $t(82) = 11.90$, significant at $p = .000$. Again, the results show that considerably fewer offenses occurred following SATOP, regardless of program component attended.

Who reoffended?

There are some differences in characteristics between those DWI offenders who re-offend and those who do not. The demographic characteristics of recidivists versus non-recidivists were as follows:



Table 1, Characteristics of Recidivists vs. Non-recidivists.

	Recidivists (n=184)	Non-recidivists (n=864)
Gender		
Male	85%	79%
Female	15%	21%
Employed fulltime	72%	76.5%
Marital Status		
Married	23%	32%
Divorced	26%	22%
Single	39%	40%
Average age	33 years	35 years
GED, diploma or higher education attendance	85%	84%
Ethnicity		
White	87%	90%
African American	6.1%	3.6%
Native American	4.3%	2.8%

When compared with non-recidivists, recidivists are more likely to be male and either divorced or single. They also are slightly less likely to be employed fulltime. There is no difference in educational level and little in ethnicity between re-offenders and non-reoffenders. Recidivists are, on average, 2 years younger than non-recidivists.

Conclusion

The majority of persons who re-offended during the two-year period following SATOP attendance had only one offense. The recidivism rate among program components was as expected with persons attending OEP having the fewest number of re-offenses and persons attending CIP having the most. Unknown are recidivism rates for persons who did not have available driving records for the two years following SATOP attendance. Overall rates for those persons whose records were available still compare favorably with previously cited National Highway Traffic Safety Administration data.

